



LORELEY LANDING

PUD Application Book
September 8, 2015





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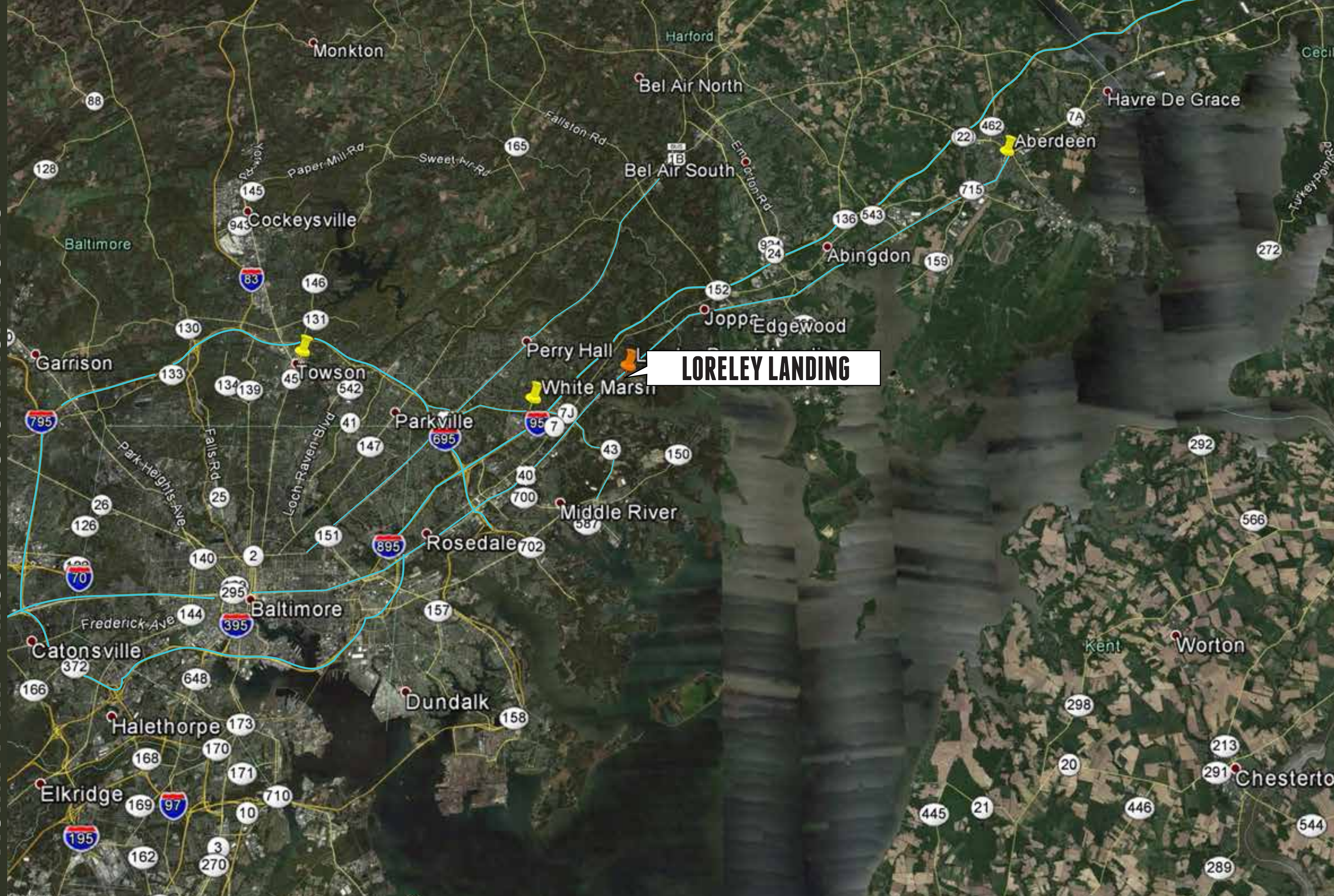
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A person wearing a dark hoodie is seen from behind, standing in a dense forest. Sunlight filters through the tall, thin trees, creating a hazy, golden glow. The person is positioned in the lower center of the frame, looking towards the sunlit canopy.

EXECUTIVE SUMMARY

In compliance with Baltimore County Code (“BCC”) §32-4-242, Loreley Beach Landing Investments, LLC (the “LBLI”) submits this application for a general development Planned Unit Development (“PUD”) for Loreley Landing.

DESCRIPTION OF PUD PROPOSAL

Loreley Landing will consist of 70 high-quality town home dwellings, located between the White Marsh and Middle River areas of eastern Baltimore County, on an 8.05 +/- acre tract of land, which lies inside of the URDL, immediately to the south of the Pulaski Highway and Allender Road intersection. Loreley Landing is located within 60 feet of an 83 +/- acre parcel of undeveloped county-owned land that has potential use as public green space. Additional amenities available to the property include proximity to the following: a variety of convenient shopping options, superior public schools, sophisticated road networks (with easy access to I-95, I-695, Route 43, and Route 1), and the Chesapeake Bay, the state’s most treasured asset.

To appreciate the community that exists today—as well as its future potential—it is useful to understand its development patterns over the last century. Historically-speaking, this originally rural area has undergone significant change, which was first catalysed with the 1926 construction of Pulaski Highway, establishing, through the area’s vast tracts of farmland, a major traffic route linking Baltimore City to Harford County and points north. Before the development of I-95, Pulaski Highway was the area’s main travel corridor; and to take advantage of that travel system, numerous industrial uses developed along the route—lumber, heavy equipment, and parts distributors, to name a few. As a result of the area’s use as a travel corridor, the majority of the property on Pulaski Highway is still designated with an industrial zoning classification. However, the industrial era for this neighborhood passed long ago. In the 1960s, construction of I-95 moved the traffic corridor east, and, more recently, the creation of Route 43 and the shopping mecca that is the Avenue at White Marsh (among other projects) continues to transform the area from its earlier industrial character. Thus, the site for Loreley Landing, although zoned industrial, is no longer

suited for such a use, and, in fact, has been unsuccessfully marketed for industrial purposes for going on ten years. Despite its zoning, Loreley Landing has remained a farmstead all these years, and has never been industrial in character.

While the general area of this formerly-industrial corridor has largely been overlooked and underappreciated, there is a handful of builders who have noticed both the unrealized potential and the continuing transformation of the neighborhood. For example, Ryan Homes is currently building a 173-home community named “Fieldcrest” on Allender Road, north of Pulaski Highway, and likewise has completed a 61-home community named “Red Lion Farms” within the same vicinity. The families moving into these new homes will assist in the ongoing transformation of the community, and will drive the surrounding neighborhood closer to reaching its full potential. Likewise, the instant PUD proposal will further the transformation of the area, and will greatly increase the utility of the existing property, particularly considering the mutual benefits

that will be derived between the proposed residential community and the array of supporting uses and amenities surrounding the site. The surrounding amenities, which combine to render this property an ideal site for the instant PUD proposal, are reviewed in greater detail as follows.

THE PROPERTY

The proposed Loreley Landing parcel comprises 8.05 acres, tucked between Pulaski Highway, the URDL, and an 83-acre parcel of wooded land owned by the county. The parcel is one of the last properties on the south side of Pulaski Highway that has not been developed. As part of the public benefit of the PUD and local open space waiver fee, Loreley Landing will propose to improve the county-owned parkland (once intended for a future golf course) into a passive park with hiking/biking trails, a dog park, picnic areas, and other associated uses. Not only would the approval of Loreley Landing bring a much-needed new community to the area, but it would also activate the long underutilized

county-owned land into a hub of activity. As lifestyle trends change and we continue to become a more active and health-conscious society, parks will continue to be a sought-after amenity. Maximizing the potential of the unused county land will be a wonderful opportunity for picnickers, dog walkers, hikers, bikers, and a myriad of other sports and outdoor enthusiasts.

Loreley Landing is a community designed to reflect the needs of would-be residents. In addition to creating the adjacent outdoor recreation opportunity, Loreley Landing will provide its residents with housing tailored to their desired lifestyle. In a March 8, 2015 article, the Capital Gazette cited an anticipated change in home-buyer trends: demand is shifting from single-family homes to town homes. According to the article, however, these new town homes are not the boxy, two-level structures of previous decades. They are spacious homes, packed with amenities, and leaning more toward luxury and convenience. Typically, the new trend offers a townhouse with a two-car garage, three floors, three or more bedrooms, two full and two half bathrooms, and more than 2000 square feet. The article goes on to state that in Anne Arundel County in 2014, townhouse permits exceeded single-family permits: 787 versus 650. The article also quotes Rod Hart, president of Lennar’s Maryland division, as saying that townhouses allow buyers to own a home for less than the cost of comparable detached single-family homes. He stated, “We are able to offer more opportunities for home ownership across the same buildable acreage and with more efficiency of resources. Townhouses now offer so many floor plans/plan choices, square footage options, and have less maintenance for today’s busy lifestyle.” As builders continue to identify and respond

to market changes driven by the buyers’ wants and needs, the desirability of town homes over single-family homes will continue to rise, with the resulting expectation that Loreley Landing, with its on-point design and numerous amenities, will be a sought-after community.

With buyer trends now embracing the larger, more luxurious, amenity-filled townhouse over the traditionally-favored single-family home, Loreley Landing has been designed to give buyers everything they are looking for, and more. When Loreley Landing was in its design phase, the inspiration was to create new, exciting, unique architecture that would bring a sense of élan to this overlooked area of the county. It was decided that the Craftsman-style would be the ideal solution to offer the freshness and function buyers were seeking. With its attention to detail, its welcoming facades, and its use of nature-inspired colors and materials, Craftsman architecture enables the new, highly-livable, quality product that contemporary home-buyers desire. Superior architecture coupled with plentiful amenities will transform the site of Loreley Landing from a neglected industrial-zoned farmstead into an exciting, active, upscale community for Baltimore County families to call home.

PULASKI HIGHWAY AND ALLENDER ROAD: THE CORNER OF UNDERAPPRECIATED AND OVERLOOKED

In Baltimore County, there is an area between White Marsh and Middle River that is arguably the most underappreciated and overlooked corridor in the county. The area, with Pulaski Highway and Allender Road as its Main and Main, has it all: sophisticated road networks for easy commuting, close proximity to some of the county’s best retail



and dining establishments, elite schools for all grade levels, and unparalleled access to the state's most treasured asset, the Chesapeake Bay.

With so much to offer, it is perplexing that the corridor has remained underutilized; but arguably, it has been held back by historical perception and a lack of recognition of the evolving nature of the locale.

Pulaski Highway was originally a road through farmland, connecting Baltimore City to Harford County and north to Delaware and New Jersey. Before the construction of I-95, Pulaski was the road used to travel what we now call the I-95 corridor. Over the years, industrial uses sprang up to take advantage of the transportation system: lumber yards, heavy equipment distributors, diners, and motels. With the construction of I-95 however, much of the travel and supporting business began the migration toward the new interstate, with, for example, a number of the old motels being torn down on Pulaski and larger hotels being erected closer to I-95. Similarly, many of the old diners and industrial sites began to languish and close up shop, as patronage and traffic abandoned the old highway in favor of the new. While the vestiges of those times can still be seen along Pulaski Highway, the area has indeed changed from its original commercial/industrial nature.

Builders and developers were among the first to recognize a new vision for the Pulaski Highway corridor. With a severe decline in industrial use, and with new roadways, shopping and dining just minutes away, builders recognized that the corridor was becoming ideal for residential use. In fact, they have already started to tap the area's potential. Ryan Homes completed a 61-

home community named "Red Lion Farm," north of Ebenezer on Red Lion Road, along Pulaski Highway. Ryan is also building a 173-home community named "Fieldcrest" on Allender Road, north of Pulaski Highway. (As an interesting note, the Fieldcrest site was originally owned by a trade union called the Operating Engineers, who used the land as a training site for heavy equipment, such as bulldozers and pan excavators. The recent history of this land parcel is an excellent illustration of the area's evolution: industry-based commerce relocating to a more industrial area, making way for other uses, notably the establishment of residential communities). The families moving into the new Ryan homes will further the ongoing transformation of the area, as underutilized land and defunct industrial sites are cleaned up and repurposed to serve the needs of a changing community, allowing the Pulaski corridor to achieve its true potential.

Not far from Ryan's Fieldcrest, Loreley Landing will be the next transformational component in the process of recasting this underappreciated land into a vibrant community, thus enabling more families to enjoy all of the amenities the surrounding area.



ACCESS TO I-95, 695, ROUTE 43 AND ROUTE 1

There are few locations in Baltimore County that can compete with Loreley Landing when it comes to access to major transportation networks. It is important to note that this superior access is a relatively recent phenomenon, spurred by the opening of Route 43 and the area's reconfiguration of the I-95 ramps. Prior to these improvements, the area was plagued with access issues; but virtually overnight, local residents have been granted some of the best road network access in Baltimore County. With easier commutes, quicker runs to schools or the grocery store, and better all-round traffic flow, the area is sure to attract would-be residents, seeking to spend less time in the car and more time engaged in recreation and family activities. Where such quality-of-life improvement prospects exist, surely there is an argument to be made for creating additional housing opportunities for both newcomers and Baltimore County natives to enjoy.

SHOPPING AND DINING OPPORTUNITIES

With the opening of Route 43, White Marsh and all of its amenities are now available to meet the needs of the future residents of Loreley Landing. Prior to the advent of Route 43, anyone living in the area would have had to take a circuitous route to satisfy basic shopping needs. Now, however, shopping, dining, and recreation is an easy drive. Additionally, the proposed community at Loreley Landing will support the existing commercial establishments along Pulaski Highway; and as Pulaski Highway continues its evolution away from an industrial corridor, the residents of Loreley Landing will further support the inevitable development of



additional community-orientated commercial uses. Daycares, coffee shops, bakeries, dentist offices, jewellery boutiques, and movie theaters will replace closed industrial yards, defunct diners, and vacant lots along Pulaski. The area will once again be a thriving hub, but with a neighborhood—rather than industrial—flavor.

ELITE SCHOOLS

In addition to the area's shopping and dining opportunities, families living in the Loreley Landing community will also be able to send their children to some of the most elite schools in Maryland. Younger children will be able to attend Vincent Farms Elementary School, a school which ranks in the top 88% of all public schools in the State of Maryland. Likewise, Middle school-aged children will be able to attend Perry Hall Middle School, the fourth best middle school in all of Baltimore County. Families living in Loreley Landing will be able to attend the graduations of their children from the prestigious, award winning, Perry Hall High School.

PROXIMITY TO CHESAPEAKE BAY

The attractiveness of the Loreley Landing site is further enhanced by its close proximity to the Chesapeake Bay. It is a truism that the most desirable place to live is near the water. In the case of our beloved Bay, however, there is a severely-limited supply of developable land, which prevents many would-be residents from creating such an opportunity for their families. Accordingly, there is a need for the kind of thoughtful land planning that would allow as many residents as practicable to live and play near the Bay. When it comes to water-accessible living, there is often a trade-off to be made: perhaps a longer commute, marginal schools, or poor neighborhood amenities. But such is not the case with Loreley Landing, a community positioned to offer residents the complete package: access to a good road network, superlative schools, and a wealth of desirable shopping, dining, and recreation. It is exceedingly rare to find a community close to the Chesapeake Bay with all of the surrounding amenities that Loreley Landing will have to offer. While it may be said that the Loreley Landing site, in its current use, fails to reach its potential, it is clear that the proposed PUD will easily allow the property to achieve its highest and best use.

ADJACENT PARK

As a component of the public benefit and local open space waiver fee that will be provided in conjunction with the Loreley Landing project, the plan proposes certain improvements to the nearby county-owned land in order to convert the property into a passive park with hiking/biking trails, a dog park, picnic areas and other uses. While there are several active parks in the area, there are no passive parks



where residents are able to walk their dog, take a stroll on a beautiful autumn day, ride a bike, or sit down outside for a family picnic. As such, not only would the approval of the Loreley Landing PUD bring a much needed residential community to the area, but it would also provide a significant increase in utility to a long underutilized public tract of land, by transforming the undeveloped parcel into a park buzzing with activity. Additionally, by offering walkable access to the park, the proposed PUD will enhance the connectivity and sense of community of the area by encouraging foot traffic, social interaction, and recreational activity. This bid to increase “walkability” is consistent with the Baltimore County Master Plan’s T-4 “General Urban Zone,” which establishes a desire to move towards a neighborhood structure with compact walkable communities. Likewise, the proposed interconnected park is consistent with the objectives of the Eastern Baltimore County Pedestrian and Bicycle Access Plan, which encourages the development of pedestrian and bicycle facilities because, as stated on page 8, “[p]eople out in their communities create more opportunities for social interaction, get to know their neighbors, and create a stronger sense of ownership and caring.”

Any outsider looking at a map of Baltimore County surely would opine the most valuable land is close to the water, close to work, with elite schools, and shopping—exactly where Loreley Landing lies. With 83 wooded acres of public parkland next door, unique architecture, and every box on the trend-anticipating homebuyer’s wish list checked off, Loreley Landing has everything it needs to be Eastern Baltimore County’s most exciting new luxury townhouse development.

REQUIREMENTS FOR PUD APPLICATION

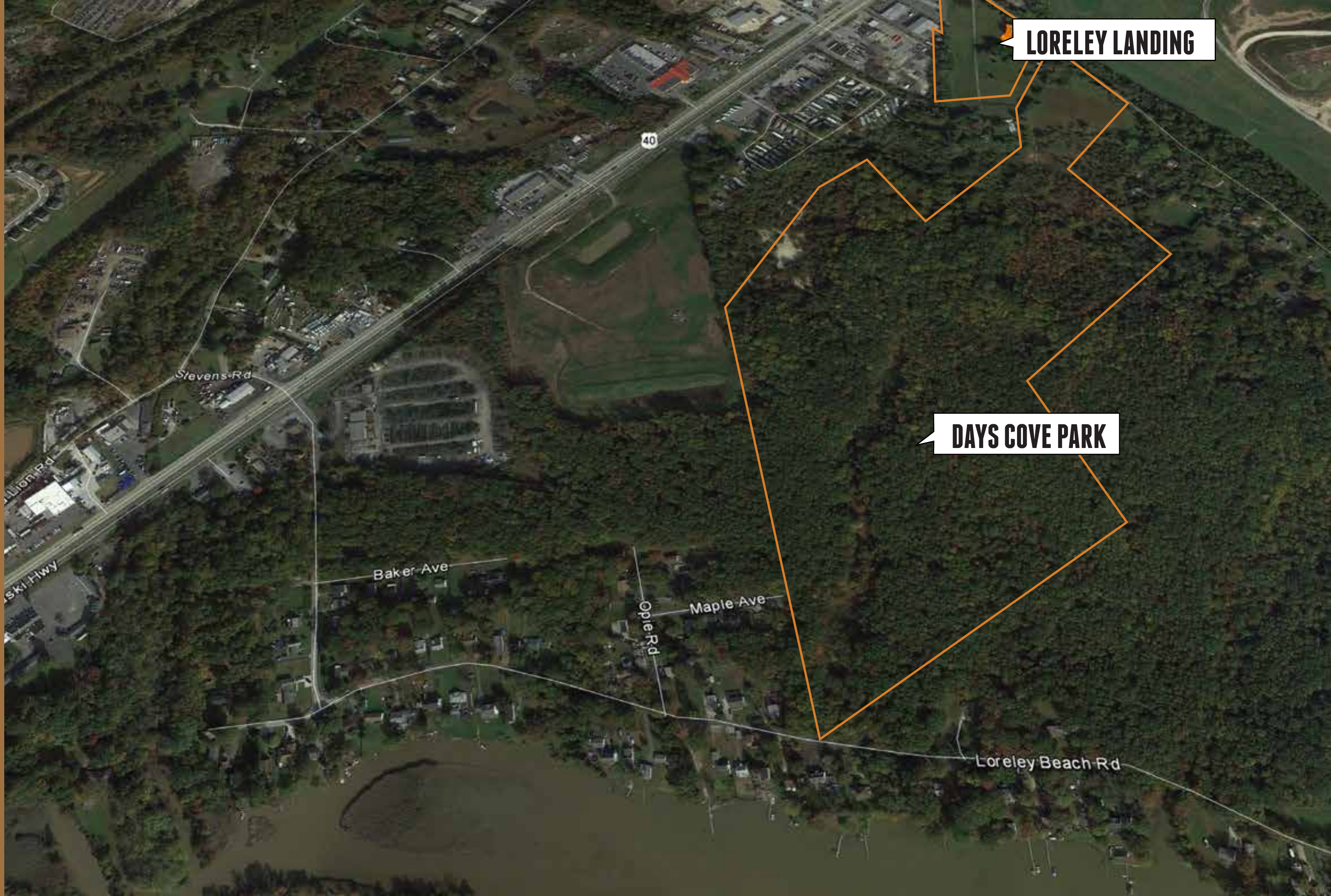
The instant general development PUD meets the zoning criteria required. It is located entirely within the Urban Rural Demarcation Line (“URDL”) as provided in BCZR § 430.3.A. The proposed single-family attached dwellings will be allowed by an amendment or modification of the uses which are permitted in the underlying zone in accordance with BCC § 32-4-242(d). Correspondingly, the proposed 70 single-family attached dwellings will be allowed by an amendment or modification of the density permitted under BCC § 32-4-242(d).

Pursuant to BCC § 32-4-242(b), this application must contrast the PUD proposal with the permitted development standards within the underlying zoning classifications for this site. The property at issue comprises 8.05+/- acres and is split zoned M.L.-B.L. The density proposed within the PUD at issue is 70 dwelling units, which is approximately equivalent to 8.7 (70/8.05 acres) dwelling units per acre. As residential uses are not subject to FAR, an FAR comparison is not relevant in this instance. The number of parking spaces required pursuant to this proposal is 140

spaces; 2 spaces for each of the 70 dwelling units. In compliance with this requirement, there are 140 spaces provided within the instant PUD proposal.

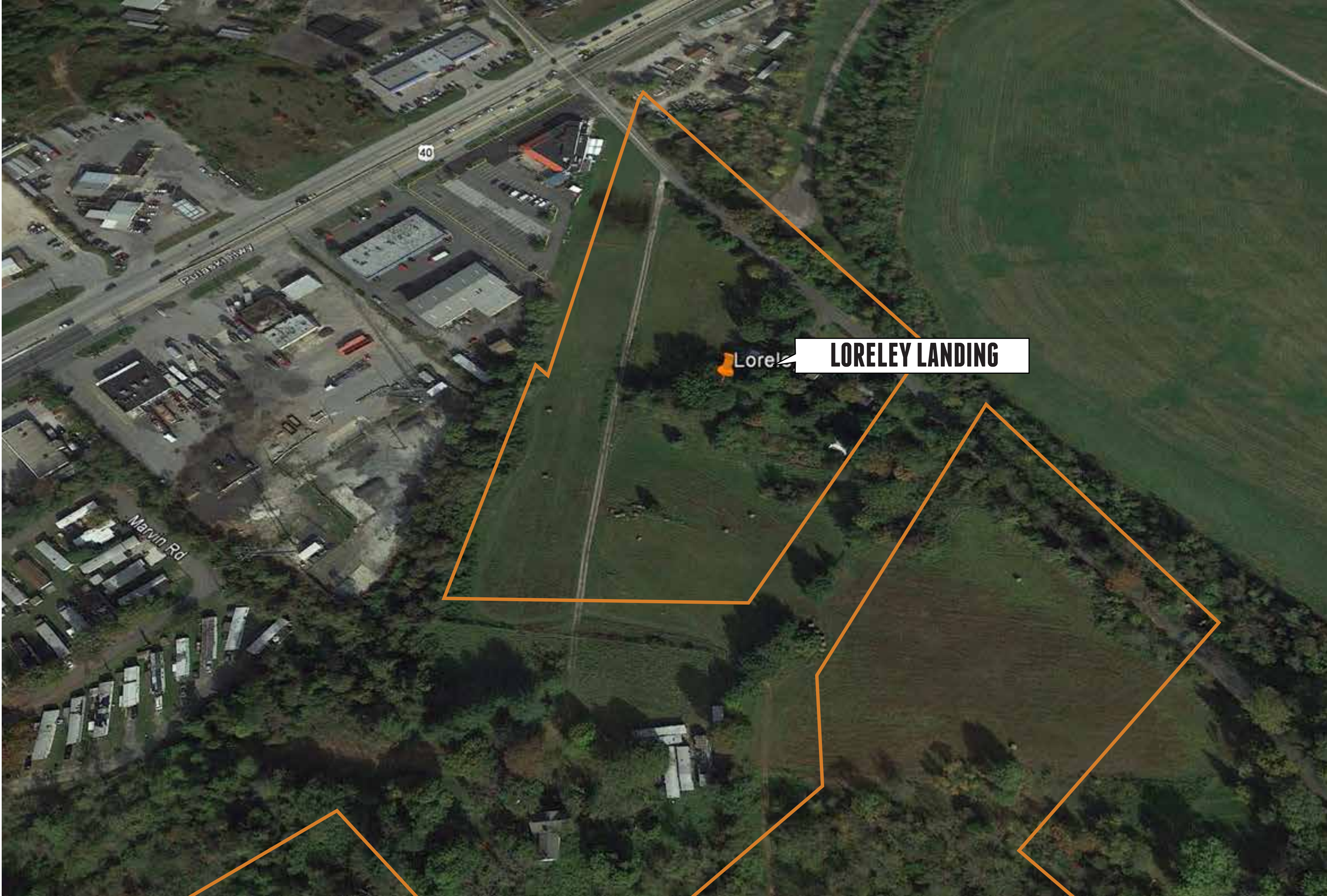






LORELEY LANDING

DAYS COVE PARK







KEY

- A SITE
- B SURROUNDINGS
- C LOCAL AMENITIES





The proposed PUD is in conformance with the goals, objectives, and recommendations of Baltimore County Master Plan 2020. Specifically, the Master Plan has adopted different transect zones which provide land use recommendations that are intended to support the patterns and objectives of Baltimore County. The transect system is designed to encourage flexibility and “provide the basis for real neighborhood structure, which relies upon compact, walkable streets, mixed-use, transportation options, and housing diversity.” A continuum of six transect zones are identified within Master Plan 2020, with the proposed development intensity increasing from T-1 (Natural Zone) to T-6 (Urban Core Zone). The property at issue has been included within T-4, which is labeled as the “General Urban Zone.” Additionally, the Master Plan provides that the T-4 zone “is characterized by mixed-use, but is primarily residential urban fabric...[and] it may have a wide range of building types including single-family detached and attached houses, and townhouses.” Along with the mix of different types of homes and scattered commercial activity recommended within the T-4 zone, the Master Plan also states a desire to balance building with the landscape and the presence of pedestrians. Perhaps most significantly, the Master Plan further provides that “[a]s Baltimore County moves towards compact, mixed-use, higher-density walkable communities, the successful implementation of transect-based planning will play a key role in further developing the T-4 and T-5 zones.”

Additionally, this property is also in conformance with the goals, objectives, and recommendations of Eastern Baltimore County Pedestrian and Bicycle Access Plan. Consistent with the Master Plan, the Eastern Baltimore County Pedestrian and Bicycle Access Plan states a goal to develop pedestrian and bicycle facilities within this community,

in order to provide increased levels of accessibility and to encourage walking and biking for both utilitarian and recreational purposes. This Plan further explains some of the significant benefits that “walking and bicycling can have on the quality of life in communities” by stating, “the presence of human activity creates vibrancy and increases the perception of safety. People out in their communities create more opportunities for social interaction, get to know their neighbors, and create a stronger sense of ownership and caring.”

Here, the PUD is consistent with the goals of the Master Plan and the T-4 zone, as it will provide medium to high density housing in close proximity to retail and recreational amenities, consistent with recommended urban residential fabric discussed in the Master Plan. Moreover, the proposed townhouse community supports the goal that a mix of building types and housing diversity should be offered in order to provide a real mixed-use neighborhood structure. Considering the nearby business and recreational uses, in addition to the single-family residences in the area, this townhouse community will blend seamlessly with the neighborhood and diversity objectives intended for this General Urban Zone. Additionally, as a component of this PUD, landscaping and linkages will also be provided from this community to both the adjacent 83 acre County owned park and the Pulaski Highway business corridor, thus encouraging the use of bicycles and the walkability of the neighborhood. This aspect of the project will support both the objective of the Master Plan to balance building with landscaping and the presence of pedestrians, in addition to the goal of the Eastern Baltimore County Pedestrian and Bicycle Access Plan to create a stronger sense of community and connectedness within this neighborhood.

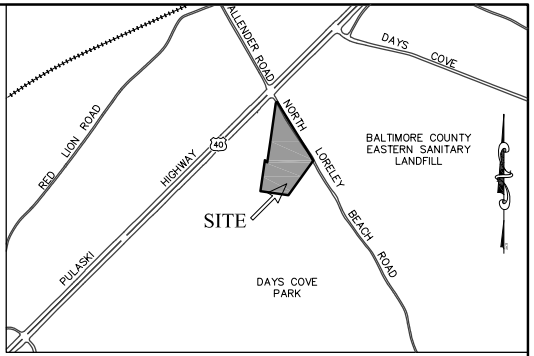
SITE DATA
NET AREA: 8.1 AC±
EXISTING ZONING: BL & ML, 200 SCALE MAP # 73A2 & 73B2
EXISTING USE: RESIDENTIAL & INDUSTRIAL
OWNER: RAYMOND HENRY HOLTER
RAYMOND HARWARD HOLTER CO-TRUSTEES
TAX MAP: 73 GRID: 15 PARCEL: 130
DEED: 29516/510
TAX ACCT. #: 2200023018

RAYMOND HENRY HOLTER
ELINOR L. HOLTER TRUSTEE
C/O RAYMOND HOLTER
12819 KEDLESTON CIRCLE
FORT MYERS FL, 33912
TAX MAP: 73 GRID: 15 PARCEL: 131
DEED: 11051/635
TAX ACCT. #: 2200023019

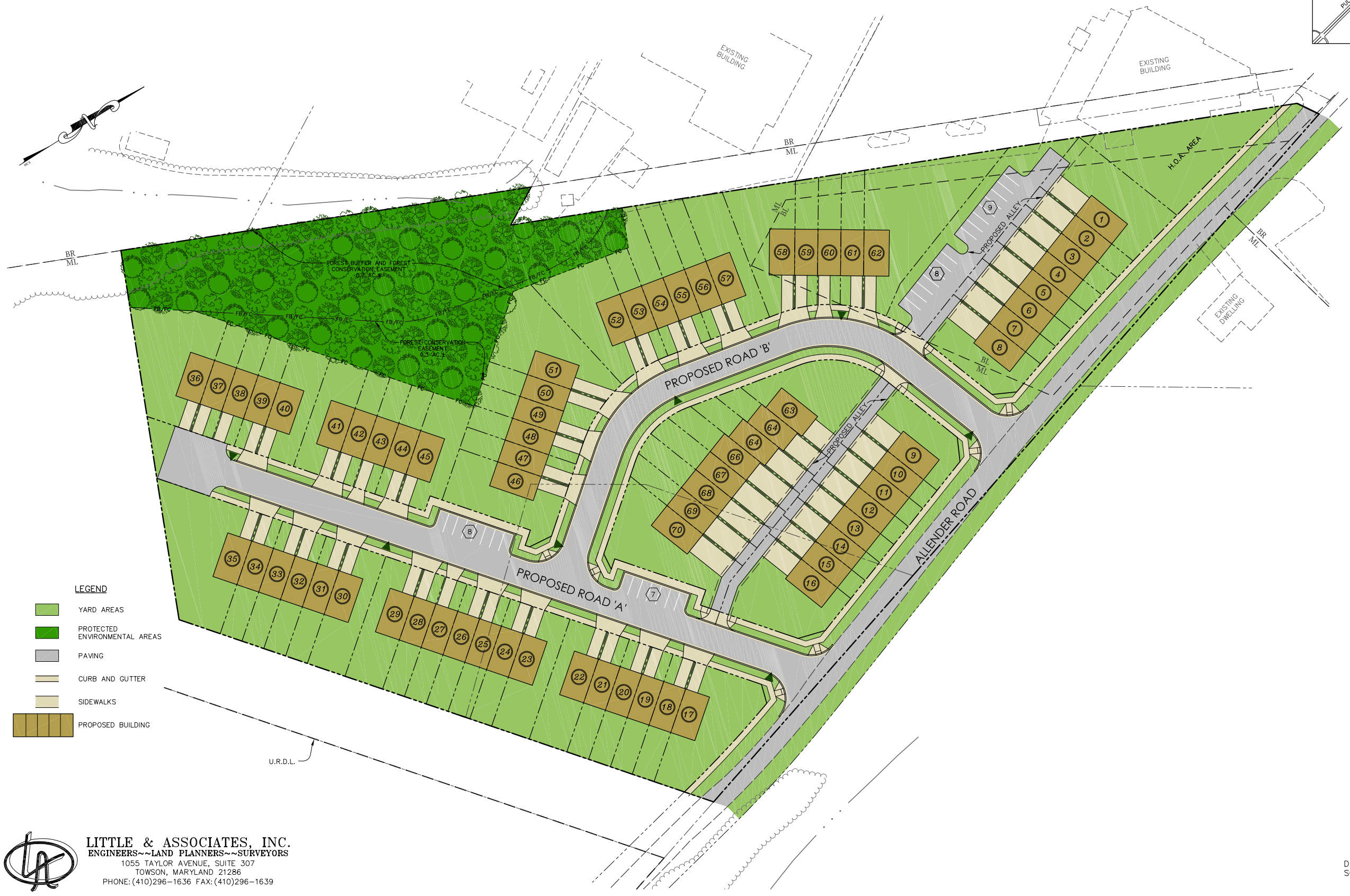
NOTES
1. TOPOGRAPHY SHOWN HEREON IS BASED ON THE BALTIMORE COUNTY GIS PORTAL, OBTAINED ON FEBRUARY 19, 2015.
2. STORMWATER MANAGEMENT WILL BE REQUIRED. NO ANALYSIS HAS BEEN PERFORMED TO DETERMINE THE SIZE OF THE FACILITIES REQUIRED.
3. THE SUITABILITY OF STORMWATER MANAGEMENT OUTFALLS HAS NOT BEEN DETERMINED.
4. LAYOUT ASSUMES A WAIVER BEING GRANTED FOR LOCAL OPEN SPACE.

FOREST CONSERVATION CALCULATIONS:
A. NET TRACT AREA = 8.1 AC.
B. FOREST CONSERVATION THRESHOLD (15%) = 1.2 AC.
C. AFFORESTATION THRESHOLD (15%) = 1.2 AC.
D. EXISTING FOREST = 0.0 AC.
E. EXISTING FOREST ABOVE FOREST CONSERVATION THRESHOLD = 0.0 AC.
F. BREAK EVEN POINT = 1.2 AC.
G. FOREST TO BE CLEARED = 0.0 AC.
H. FOREST TO BE RETAINED = 0.0 AC.

PROVIDED: = 1.0 AC.



VICINITY MAP
SCALE: 1"=1000'



LEGEND

- YARD AREAS
- PROTECTED ENVIRONMENTAL AREAS
- PAVING
- CURB AND GUTTER
- SIDEWALKS
- PROPOSED BUILDING

LITTLE & ASSOCIATES, INC.
ENGINEERS~~LAND PLANNERS~~SURVEYORS
1055 TAYLOR AVENUE, SUITE 307
TOWSON, MARYLAND 21286
PHONE: (410)296-1636 FAX: (410)296-1639

RENDERING
LORELEY LANDING
DISTRICT 11c6
SCALE: 1"=40'
BALTIMORE COUNTY, MD
MARCH 9, 2015



LITTLE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
1055 TAYLOR AVENUE, SUITE 307
TOWSON, MARYLAND 21204
PHONE: (410) 286-1659 FAX: (410) 286-1659

SCHEMATIC PARK IMPROVEMENTS
LORELEY LANDING
DISTRICT 11-6
BALTIMORE COUNTY, MD
MARCH 23, 2015
SCALE: 1"=100'

14893.B



ARCHITECTURE AND LANDSCAPES

DESIGN REQUIREMENTS FOR ARCHITECTURAL STYLE AND ELEMENTS

By virtue of its thoughtful planning, Loreley Landing will integrate seamlessly and beautifully into its environment, while also offering new and fresh design options to homebuyers. With much of the area's architecture favoring the federal and colonial styles, it was important for Loreley Landing to avoid "more of the same," and, instead, offer residents a fresh, updated look. Input from builders, planners, and architects suggested that the best way to put the stamp of uniqueness on Loreley Landing—while maintaining harmony with the architectural themes of the larger community—was to adopt the Arts and Crafts style. The ethos of the Arts and Crafts style is informed by quality, craftsmanship, and design integrity. Thus, it is ideally suited to a luxury community, where tradition, attention to detail, and fine materials are to be the standard. The unanticipated advantage of the decision to employ an Arts and Crafts theme was the creation of a community unique to White Marsh—a true head turner that will make Loreley Landing as exciting to buyers as it has become to builders.

INTEGRATING NEIGHBORHOODS AND OPEN SPACES

In support of the Master Plan's vision to connect neighborhoods and increase walkability, the Loreley Landing design plan centers on the creation of useable and active parkland, providing plenty of room for families with strollers or bicycles, joggers with leashed dogs, and Sunday saunterers out for a stroll. Interior and exterior pedestrian linkages will provide residents with a safe, attractive, convenient path to access a myriad of recreational opportunities: walking, jogging, picnicking, hiking, and exploring all that the community has to offer.

EXTERIOR TREATMENTS

It is the noble Craftsman tradition that has inspired the design of Loreley Landing; and in a tradition lauded for its simplicity, quality, and integrity, there are many reasons to be inspired. Drawing from elements of the Craftsman style, the architects of Loreley Landing incorporated into the community's design distinctive rooflines, high-quality materials, welcoming porches,

and architectural embellishments with the goal of creating a luxurious, appealing, and attractive community. Because Loreley Landing backs to 83 acres of wooded parkland, the design demanded an exterior that was in harmony with the environment. Thus, the nature-inspired colors and materials of Craftsman architecture were a perfect fit to create not only a community that is stylistically knitted to its natural surroundings, but also an "architectural segue" that would encourage residents to extend their sense of home beyond their backyard and into the county-owned parkland adjacent to them.

Once the news is out, it will not take long for the builder and home-buying communities to be abuzz with accounts of Loreley Landing: a new uniquely-designed, high-end townhouse community nestled against acres of woodlands, with beautiful views, walking trails, and plenty of recreational opportunities. The buzz will most certainly spark a renaissance in the otherwise neglected locale, turning this part of Baltimore County into a sought-after home-buyer destination.





CURRY ARCHITECTS



doi:10.1016/j.jmb.2006.06.015



REAR ELEVATION



FRONT ELEVATION

THE TOWN END - B

SCALE: 1/8" = 1'-0" IF PRINT ON 11 X 17 - MARCH 4, 2015

The elevations and plans contained herein are preliminary representations and should be used as informational only.

CURRY ARCHITECTS





REAR ELEVATION



FRONT ELEVATION

THE TOWN END - C

SCALE: 1/8" = 1'-0" IF PRINT ON 11 X 17 - MARCH 4, 2015

The elevations and plans contained herein are preliminary representations and should be used as informational only.



THE TOWN END - C

SCALE: 1/8" = 1'-0" IF PRINT ON 11 X 17 - MARCH 4, 2015

The elevations and plans contained herein are preliminary representations and should be used as informational only.

CURRY ARCHITECTS



doi:10.1016/j.jmb.2010.05.017





REAR ELEVATION

REAR ELEVATION
(JOPPA RD OPT.)

FRONT ELEVATION

THE TOWN INSIDE - B

SCALE: 1/8" = 1'-0" IF PRINT ON 11 X 17 - MARCH 4, 2015

CURRY ARCHITECTS



301.283.2000 (local) • 301.283.2000 (toll-free) • 301.283.2000 • www.curryarchitects.com

The elevations and plans contained herein are preliminary representations and should be used as informational only.



REAR ELEVATION



REAR ELEVATION
(JOPPA RD OPT.)



FRONT ELEVATION

THE TOWN INSIDE - C

SCALE: 1/8" = 1'-0" IF PRINT ON 11 X 17 - MARCH 4, 2015

The elevations and plans contained herein are preliminary representations and should be used as informational only.



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COMPATIBILITY REPORT

Pursuant to BCC § 32-4-242(b)(5), a PUD application must include a statement of how the development will comply with the compatibility objectives set forth within BCC § 32-4-402

BCC § 32-4-402 outlines compatibility requirements and includes eight (8) objectives, which can be broken down into categories as follows: (1) Site Development Context, (2) Building and Parking Layout, (3) Road Widths and Sidewalks, (4) Open Space Planning, (5) Site Features, (6) Site Landscaping, Streetscape and Buffers, (7) Exterior Signs, Lighting and Accessory Structures, and (8) Architectural Design.

The development must be analyzed in relation to the “Neighborhood” when addressing the compatibility objectives. BCC § 32-4-402(a) defines “Neighborhood” as, “the existing buildings and land uses adjacent to and extending from the proposed development to: (1) A definable boundary such as a primary collector street or arterial street; (2) An area with a significant change in character or land use; or (3) A major natural feature.”

SITE DEVELOPMENT CONTEXT

Pursuant to BCC § 32-4-402(d)(1) the Site Development Context objective contemplates whether, “[t]he arrangement and orientation of the proposed buildings and site improvements are patterned in a similar manner to those in the neighborhood.”

The proposed site design envisions a residential community with linkages to the neighboring County park and recreational uses associated therewith. In addition, the proposed townhomes expand on the continued transition away from industrial uses in this area.

BUILDING AND PARKING LAYOUT

Pursuant to BCC § 32-4-402(d)(2) the Building and Parking Layout objective contemplates whether, “[t]he building and parking lot layouts reinforce existing building and streetscape patterns and assure that the placement of buildings and parking lots have no adverse impact on the neighborhood.”

The orientation of the new townhomes will reinforce the existing building patterns on adjacent lots. The architecture, materials and colors of the proposed buildings will invoke a modern and efficient layout.

ROAD WIDTHS AND SIDEWALKS

Pursuant to BCC § 32-4-402(d)(3) the Road Widths and Sidewalks objective contemplates whether, “[t]he proposed streets are connected with the existing neighborhood road network wherever possible and the proposed sidewalks are located to support the functional patterns of the neighborhood.”

The PUD’s ingress and egress to Allender Road will be designed and constructed to efficiently provide access to the site. The internal drive aisles will similarly provide for efficient flow of traffic both within the site and the surrounding street system.

OPEN SPACE PLANNING

Pursuant to BCC § 32-4-402(d)(4) the Open Space Planning objective contemplates whether, “[t]he open spaces of the proposed development reinforce the open space patterns of the neighborhood in form and siting and complement existing open space systems.”

The dominant open space feature is the neighboring County owned park. This County owned land is maintained as vacant open space at the present time and it proposed to install a dog park and an extensive environmentally friendly 5 foot wide wood chip path that is well suited for this heavily forested property. As such, significant efforts are being made to design a sense of place where residents can enjoy the use of the recreational opportunities afforded by the Park, while similarly enjoying the new dining and retail amenities provided nearby. These elements will combine to create recreational space which will bring together the neighborhood.

SITE FEATURES

Pursuant to BCC § 32-4-402(d)(5) the Site Features objective contemplates whether, “[l]ocally significant features of the site such as distinctive buildings or vistas are integrated into the site design.” There are no locally significant features of the site, including buildings or vistas. The site is currently unimproved without significant views, thereby providing no opportunities to incorporate these features.

The site is within close proximity to the Chesapeake Bay, and as such, which will provide access and additional recreational opportunities for the future residents of reley

Landing.

SITE LANDSCAPING, STREETSCAPES AND BUFFERS

Pursuant to BCC § 32-4-402(d)(6) the Site Landscaping, Streetscapes and Buffers objective contemplates whether, “[t]he proposed landscape design complements the neighborhood’s landscape patterns and reinforces its functional qualities.”

The PUD will complement the neighborhood’s landscape patterns by conforming with Class “A” screening as provided in the Baltimore County Landscape Manual.

EXTERIOR SIGNS, LIGHTING, AND ACCESSORY STRUCTURES

Pursuant to BCC § 32-4-402(d)(7) the Exterior Signs, Lighting and Accessory Structures objective contemplates whether, “[t]he exterior signs, site lighting and accessory structures support a uniform architectural theme and present a harmonious visual relationship with the surrounding neighborhood.”

Site lighting will have fixtures which dim or cut off at set times so as not to cast light onto adjacent properties.

ARCHITECTURAL DESIGN

Pursuant to BCC § 32-4-402(d)(8) the Architectural Design objective is as follows: “[t]he scale, proportions, massing and detailing of the proposed buildings are in proportion to those existing in the neighborhood.”

The scale, proportions, massing and detailing of the townhomes will be comparable or superior to those existing in the neighborhood. Loreley Landing will feature Arts and Crafts



style architecture, which should provide a different type of housing choice than what is offered in the area.

COMMUNITY BENEFIT

BCC § 32-4-242(b) requires that an applicant state how the PUD will provide a community benefit. As a component of the community benefit provided, LBLI will create a capital improvement benefit to the adjacent County owned site through the implementation of numerous amenities involved in establishing a public park at that location.

PROJECTED IMPACT OF PUD

The PUD application is required to provide “the projected impact of the [PUD] on the surrounding community.” The following information will address these issues.

1. Water/Sewer: The development will be served by public water and sewer. According to the 2015 Basic Services Maps, the property is not located within a deficient area or area of special concern for either water or sewer. The public water and sewer service is sufficiently sized to accommodate the project. Therefore, the project will not result in any negative impact to the County’s water and sewer infrastructure.

2. Transportation/Roads: The site is within the Pulaski Highway/Ebenezer Road intersection traffic shed that was established with the enactment of the 2015 Basic Services Maps, and the level of transportation service for this shed is designated as an “E.” Notably, the site of the proposed PUD is located over a mile and a half away from the intersection (Pulaski Highway/ Ebenezer Road) pursuant to which the instant traffic shed was established. Prior to receiving building permits, the Pulaski Highway /Ebenezer

Road intersection will need to be modified so that it functions at a level greater than “E”.

3. Environmental: There are no regulated wetlands or forest conservation areas on the 8.05 acre site. LBLI will proceed in conformance with all Baltimore County and State environmental requirements. Further, LBLI will adapt and reconfigure the existing stormwater management facilities in accordance with MDE water quality requirements and in compliance with Baltimore County stormwater flood control requirements.

4. Schools: The property is served by Vincent Farm Elementary School, Perry Hall Middle School, and Perry Hall High School. The anticipated pupil yield from the proposed 70 attached single-family dwellings is as follows: 11 elementary school students, 6 middle school students, and 7 high school students. Based on the information provided on the Baltimore County website, there is adequate capacity when considering adjacent school capacity.

5. Police and Fire Resources: The proposed development will not adversely impact the County’s ability to provide police and fire services; specifically, neither the Essex Police Precinct nor the White Marsh Volunteer Fire Company will be adversely impacted. Additionally, the attached single-family dwellings will meet all County and State Building and Fire Code Regulations.

